

THE
HONGKONG
WEEKLY.

ILLUSTRATED.

The China Mail.

ESTABLISHED 1845

Don't Forget

TO ORDER THE

OVERLAND
CHINA MAIL.

BEFORE GOING HOME.

No. 13,777.

號五月六年七零百九千一英

HONGKONG, WEDNESDAY, JUNE 5, 1907.

日五廿月四年未丁

PRICE, \$3.00 Per Month.

Intimations.

**THORNE'S
OLD VAT**



This VAT was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY.

PER DOZEN \$14.

SOLE AGENTS IN HONGKONG, CHINA AND MALAYA.

A. S. WATSON & Co., Ltd.
Hongkong, May 1, 1907.



TO THE
OWNERS OF DOMESTIC BUILDINGS

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BY-LAWS (as amended), every Domestic Building or part of such building within the Western Division of the City of Victoria, occupied by Members of more than one family must be CLEANSED and LIMEWASHED THROUGHOUT by the Owner during the months of May and June.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the Walls of each Room and Staircase, all cubicle partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs, both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs. The Backyard should have its Containing Walls lime-washed up to the level of the First Floor.

Carvel, Painted or Polished Wood-work in good condition, however, need not be lime-washed, but must be Cleaned.

The Western Division of the City lies to the West of Taik Lane and Clowrie Street.

G. A. WOODCOCK,
Secretary

Dated this 1st day of June, 1907.

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain H. D. Jones.
s.s. FOWAN, 2,363 tons, Captain W. A. Valentine.
s.s. PATSHAN, 2,260 tons, Captain O. Lloyd.
s.s. KINSHAN, 1,935 tons, Captain B. Branch.
s.s. HUNGSHAN, 1,935 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted). The S.S. FOWAN will leave Hongkong every Monday, Wednesday and Friday, at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

OFFICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

Hongkong-Macao Line.

s.s. SUI-AN, 1,651 tons, Captain E. H. Granger.
s.s. SUI-TAI, 1,651 tons, Captain G. F. Morrison, at Dock.

Departures from Hongkong to Macao on week days at 7.30 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf On Sundays Special Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m. The Company also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAI-NAM, 588 tons, Captain J. Willor.
s.s. NANNING, 588 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONG KONG, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE.
Agents, CHINA NAVIGATION CO., LTD.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR DAGGER PACKING MARINE ENGINEERS.



BEWARE OF IMITATIONS. SOLE MANUFACTURERS: BELL'S ASBESTOS CO., LD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND
OFFICE—6, DES VŒUX ROAD.

LANE, CRAWFORD & CO.

LADIES' DEPARTMENT

NEW STOCK OF

SUMMER COSTUMES

MUSLIN, LINEN, VOILE, etc.

Latest Styles in

TRIMMED MILLINERY.

Lace, Muslin and Silk Blouses.

BELTS and SUNSHADES.

LANE, CRAWFORD & Co.
Hongkong, May 4, 1907.

THE HONGKONG HOTEL.

UNRIVALED FOR COMFORT AND COUSINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
MODERATE TERMS AND NO EXTRA.
H. HAYNES, Manager.

OCCIDENTAL HOTEL

HONGKONG.

A QUIET, COMFORTABLE, COOL and WELL-FURNISHED HOTEL for RESIDENTS and TOURISTS.
ELECTRIC LIGHT and FANS THROUGHOUT.
Bathroom attached to each Room. Cuisine under direct European Supervision.

Terms Very Moderate.
For Special Terms for Families and Monthly Boarders.
Apply to—
E. G. JORDAN, Manager.

BALTIMORE HOTEL

HONGKONG.

MANAGED ON AMERICAN PLAN.
Being in the Business center of the town is the FAVORITE HOTEL with visitors from Manila.

Terms Moderate.
TABLE UNDER DIRECT EUROPEAN SUPERVISION.
Special Terms for Families and Parties.
Apply to—
E. G. JORDAN, Manager.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906

MEE CHEUNG.

ART PHOTOGRAPHER.

ICE HOUSE STREET AND HONGKONG HOTEL CORRIDORS.

EXCELLENT VIEWS OF

H.E. Sir MATTHEW NATHAN'S FAREWELL.

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AMATEUR DEPARTMENT.

Hongkong, April 2, 1907.

PATELL & CO.,

SHAMEN CANTON.

GENERAL STOREKEEPERS,

WHOLESALE and RETAIL

DEALERS IN

WINES and SPIRITS.

Export & Import Merchants,

AND

Commission Agents.

SEE WOO

TAILOR, DRAPER AND

OUTFITTER.

HAS REMOVED to new premises, 14,

QUEEN'S ROAD CENTRAL.

Hongkong, January 29, 1907.

THE CARLTON HOUSE HOTELS,

Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.

AIRY ROOMS, CUISINE A SPECIALTY.

COMFORTS OF RESIDENTS STUDIED.

FOR RATES, APPLY TO

THE MANAGER.

CHEONG SHING.

JEWELLERS EXPORTERS

DEALERS IN

VALUABLE CHINESE JADE

STONE.

GOLD-MOUNTED WARES

OF ALL KINDS.

Prices Very Moderate.

No. 38A, QUEEN'S ROAD CENTRAL,

HONGKONG.

Hongkong, March 18, 1907.

**THE BEST ITALIAN
VERMOUTH**

IS FROM:

Francesco, Cinzano & Co., Torino.

Caldbeck, Macgregor & Co.,

Wine and Spirit Merchants,

15, QUEEN'S ROAD CENTRAL.

BY TELEGRAPH.

THE INDIAN TROUBLE

Prominent Agitator
Deported.

(Exclusive Service, supplied by Reuters, via Bombay.)

LONDON, June 4.

Router's correspondent at Lahore states that the agitator Agit Singh, who has been in hiding for some time, has been arrested.

He was sentenced to be deported to Mandalay.

(ROUTER'S SERVICE.)

Another Riot.

LONDON, June 3.

An anti-European riot has occurred at Coimbatore, in Madras. The mob wrecked the European club.

EDUCATION CON-
FERENCE.

To be Held Shortly

(Exclusive Service, supplied by Reuters, via Bombay.)

LONDON, June 4.

It is officially announced that the Government propose to convene an Education Conference.

Lord Elgin (Colonial Secretary) and Mr. J. Morley (Secretary for India) are preparing to issue an invitation.

OBITUARY.

Sir C. M. Palmer.

(Exclusive Service, supplied by Reuters, via Bombay.)

LONDON, June 4.

Sir C. M. Palmer, Liberal M.P. for Jarrow District, Durham, has died. [Sir Charles has sat in the House of Commons since 1874, when he was elected for Durham North. From 1885 to date he has represented Jarrow Division, and at last election defeated the Labour candidate by 8,047 votes to 5,093. He founded the Palmer Iron and Shipbuilding Company, of Jarrow, and is also a large coal-owner E.C.M.]

(ROUTER'S SERVICE.)

THE STRIKE AT MARSEILLES.

LONDON, June 3.

The French coast and many of the captains of liners have joined the strike. The Compagnie Generale Trans-Atlantique have arranged with the Hamburg-American line to send vessels to Havre to maintain the former's passenger service, in the mean time 2,500 emigrants are enmeshed in tents and fed at the expense of the Compagnie Generale.

THE FRENCH DERBY.

LONDON, June 3.

It is stated that after the race at Chantilly, Mordant will remain in France, and will not compete in the Derby. It is also reported that Omaldi Halla, which was not placed in yesterday's race, will also remain in France.

THE DERBY.

Probable Starters.

LONDON, June 3.

The following horses have been scratched: Weathercock, Olympian, and Mordant. The probable starters are: Woolwinder, All Black, John Bull, Orby, Gallot, Silvio Gallon, Earlston, Galvan, Bozonium, Knight of Tully, and Traquair.

The blue ribbon event of the racing world—the Derby—takes place on the world renowned Epsom course this afternoon, but it is impossible that the result of the race will be received in the Colony until a late hour to-night. Last year, it will be remembered, the favourite—Mr. A. B. Purefoy's Lally—was started at four to one; was badly beaten, not even getting a place and Lally was considered to be a certainty by those who had followed up the season's racing. The downfall of the favourite came as a great surprise and there are many who anticipate that Captain Greer's Silvio Gallon will fare a similar fate this year. Major E. Loder's Spearmin (6 to 1 against) won last year from Mr. J. L. Dugdale's Pion (18 to 1) and the Duke of Westminster's Troutbeck (33 to 1). The field was a large one—twenty-two starters—but from all appearances far less than that number will face the start on this occasion. Latest advice from Home show that Silvio Gallon is a firm favourite and there is no doubt but that his performance as a two-year-old and a three-year-old warrants

the public's selection. Silvio Gallon is an Irish horse bred by his owner and is by Gallinule—son of Isomy—son of Reducant; by St. Florian—son of St. Simon—son of Penserosa, by Fitzjames from Allegro, by Galopin. The colt made his debut at the Sandown Park April Meeting last year, in the Cobham Two-year-old Maiden Plate, for which he started an odds-on favourite, and won easily in a field of 17. His next appearance was in the New Stakes at Ascot, and, again starting at odds-on, (5 to 1) he entered home in front of his eight opponents, following up his successes by annexing the Champagne Stakes at Doncaster, his supporters laying odds of 4 to 1 on him in a field of seven; but he met his first reverse at Newmarket in the back end of the season, when he ran second to Galvani in the Middle Park Plate, his earnings for the season totalling £4,000 10s. The Craven Stakes (£500) and the Two Thousand Guineas have been won by Silvio Gallon this season and he is entered for the Prince of Wales Stakes, Ascot Derby, St. James's Palace Stakes, Royal Memorial Stakes, and Hardwicke Stakes at Ascot; the St. Leger at Doncaster, and the King's College Stakes at Newbury, so that he has ample chances of increasing his acquaintance with the winning list during his three-year-old career.

The second favourite is Major Loder's Galvani and it is mainly on account of this colt's running in the Middle Park Plate last year, when he defeated Silvio Gallon, that his chances are so greatly fancied. Lord Rosbery's Bozonium occupies the position of third favourite. He was bred by his owner and is half brother to Greer, who annexed the Derby two years ago, being by Volucres from Gas, by Ayshire from Blenheim, by Rosierucian from Harlan, by Blair Athol. Bozonium started three last season, and was successful in the Breckers' Foot Plate, worth £813, at the Kempton Park September Meeting. He was second to Silvio Gallon in the two thousand

A WARNING TO SHUM.

(From a Correspondent.)

CANTON, May 4.

Amidst the general chorus of acclamation that is welcoming Shum back to Canton there has been raised a voice of warning. The editor of the Seventy Two Hong Newspaper has received a letter from Cheung Wang Fong, of Macau. In this letter the announcement is made that Shum has enemies in Canton, not a few, and that they are very jealous of his returning. Mr. Cheung therefore urges that at the great feast, which it is proposed to give to Shum when he returns, as a welcome, special care be taken lest after eating he shall die which is another way of saying that it is possible that those who are opposed to Shum's return may attempt to give him poison. The editor of the paper is very much surprised at this piece of information, as the claims of praise and the acclamations of joy have been so general. But he surely cannot have forgotten that Shum was one of the best hated of men some time before he left Canton, by a section of the community, whether justly or unjustly we need not now decide, and therefore it is not likely that all these folk have changed their feelings towards him in this erratic way.

IMPROVING CANTON.

Widening Streets.

(From a Correspondent.)

CANTON, June 4.

Everyone knows the imposing street of Shuang Mun Tai in Canton. It is one of the wealthiest and one of the busiest streets here. It is perhaps traversed by globetrotters more than any other. This is one of the streets which has been marked out to be widened, and steps have already been taken to carry out this work. At least the Viceroys have sent down engineers, and others, who are measuring the width of the present street, and, apparently, are consulting the original deeds which the shopkeepers hold, and thereby are seeking first of all to ascertain what really belongs to the owners, and how much of the Emperor's land these shopkeepers have encroached upon.

According to the report of these men, it seems that those who have built shops have not hesitated to encroach further into the street than they were entitled to, and these encroached spaces are now to be demolished back by the officials and will thereupon be used to widen the street. An examination of the deeds shows that on the eastern side of the street, generally, shops have encroached some eight or nine Chinese feet, and, on the Western side, they have encroached some three or four feet beyond what they should have done. If, therefore, the officials are in earnest in taking back this land and making it into a public thoroughfare there will be a widening of the street to the extent of twelve Chinese feet, and as each Chinese foot is equal to fourteen of our inches, this will be a considerable improvement.

SOMETHING EVERY FAMILY
SHOULD KEEP.

MR. L. P. Turner, of Grayville, Natal, has used Chamberlain's Colic, Cholera and Diarrhoea Remedy successfully in his home and writes the manufacturers of this medicine as follows: "We are never without this remedy in our house and it certainly deserves success as it is worth more than you claim for it." For pain in the stomach, diarrhoea or in the bowels, this remedy has no equal. It has been used in many serious and dangerous cases and has never been known to fail. For sale by all chemists and storekeepers.

PIRATES ON THE SAN HING.

Europeans Robbed.

(From our Correspondent.)

CANTON, June 4.

On the night of May 30th, or to be more accurate, at one o'clock in the morning of May 31st, a boat on which the Rev. E. T. Snuggs and family were travelling up the San Hing river, about 30 miles south of Shiu Hing, was boarded by three armed robbers. Fortunately there was not much of value on board, and they secured only \$15 in Chinese coin.

A boat that was travelling with the Rev. Snuggs, on which there was one other foreigner, whose name I have not been able to secure, was also boarded by the robbers and they secured \$240 in Chinese coin and over one hundred dollars' worth of goods.

A passenger boat, that had several Chinese soldiers on it, was anchored nearby, and the soldiers fired at the robbers as they ran away with their booty, but they did not hit any one.

Mr. Snuggs reported the matter to the San Hing Magistrate, who promised to take steps to catch the robbers.

Mr. Snuggs is a missionary of the American Baptist Mission and resides at Shiu Hing.

BLAKE PIER.

Permanent Covering Promised.

Blake Pier is to have a permanent covering. Yes, but when? That's the question. The present season of the year, when bathing parties use the pier daily, is just when the want of a covering of some description is needed and its absence is felt keenly. Even the old bamboo shed, though an eyesore and a disgrace to the chief landing stage in the Colony, had its advantages. It kept the hot rays of the sun from beating down upon the heads of the many who use this wharf.

The Hon. Mr. W. Chatham (Director of Public Works) when seen this morning on the subject, remarked that it was intended to put a permanent structure up, but that otherwise, nothing had been definitely decided.

"I do not think it will be built inside of six months," he said, in answer to a question. "The materials will have to be obtained from England and it will take considerable time to make."

"Is it proposed to erect a temporary structure?" was the next question.

"No," was the reply "it is not intended to put up a temporary covering."

Though the above is but poor consolation, it is something to know that the matter is receiving attention, even if the general public are of opinion that a little more speed would be acceptable. The typhoon which occurred last September demolished the old bamboo roofing. That is nine months ago and still the order for the materials has not been given. However, we hope to be able to announce shortly that the final plans have been drafted and are being acted upon. Once the materials arrive in the Colony little time would be spent in erecting the roofing.

ROYAL HONGKONG YACHT
CLUB.

The New Building.

Building operations have already been commenced in connection with the new premises for the Royal Hongkong Yacht Club, which are to be erected east of Causeway Bay. The structure when finished will be a handsome two-story building and will be properly fitted up as the headquarters of a yacht club. The position is an admirable one for the purpose, for there is plenty of water in which to moor the boats and to provide for a swimming bath, and, in addition, the rowing members will always have a clear course for training and mooring without going far from the Club house.

The building is to be of red brick with tile roof, and the design is an attractive one. On the ground floor provision has been made for a boat shed, gymnasium, lavatory, including shower baths, etc., drying room, spar shed, sail shed, store, coolies' quarters and kitchen. The gymnasium will be 20 feet by 48 ft. 9 inches, and will be supplied with up-to-date appliances. On the first floor will be a ladies' room, committee room, general room, etc., each of which will be well furnished.

In front of the Club house sufficient space has been left to allow for the making of a tennis or bowls lawn, while on the northern side piles will probably be driven down to make an enclosed swimming bath, in which water polo matches and racing events will be contested. A slip for the boats, which is one of the most important needs of a yachting club, is to be provided.

Spacious verandahs, from which a full view of the harbour can be obtained, are part of the scheme and from the points of vantage thus available members will have a splendid opportunity of watching the yacht races, especially when easterly courses (as they are at present termed) are chosen.

Although the Club will have a fine convenient rendezvous, and one of which they might well be proud.

CHAMBERLAIN'S PAIN BALM.

It is an antiseptic liniment and prevents blood poisoning resulting from a cut or bruise. It also cures the parts to heal without maturation and in much less time than when the usual treatment is employed. For sale by all chemists and storekeepers.

BREACH OF CONTRACT.

Telegraph Operator Sued.

A telegraph operator—Carlos Frederico Franco, now employed as a clerk in the Union Insurance Company, Limited—was sued by the Great Northern Telegraph Company, Limited, for \$250, for breach of agreement. The case was heard in the Summary Jurisdiction of the Supreme Court this afternoon, before His Honour Mr. A. G. Wisse (Puisne Judge).

Mr. F. J. Gist appeared for plaintiff and Mr. P. W. Goldring for defendant. Mr. F. J. Gist gave evidence, pointing out that the defendant had been employed by the Great Northern Telegraph Co. for three years and was under contract which provided for three months' notice. He left without fulfilling that condition. The defendant had been trained in Hongkong and sent to Amoy to take charge of the counter department.

To Mr. Goldring—He gave a month's notice and left a man to take his place, who was not accepted.

Defendant had paid in \$25 and Mr. Goldring argued that it was an equitable amount.

The Puisne Judge gave judgment for plaintiff for \$100.

LAUNCH & HULK.

Collision in the Harbour.

When a steam launch comes into collision with a submerged hulk in a harbour, who is responsible? The launch coxswain says there were no lights on the hulk and sued those who owned the hulk at the time she sank. They (the defendants) alleged they had abandoned the hulk to the Insurance Company but declared there was a light marking the hulk. Such a case came on before His Lordship Sir Francis Pigott (Chief Justice) this morning at the Supreme Court.

The action was one in which Chi Wo and Company, of 29 Wing Wo Lane, shipbuilders, sued the Fumigating and Disinfecting Bureau, Limited, No. 3 Pedder Street, for \$4,023.00, damages sustained by the steam launch "Hoi Po" by striking—on October 21, 1906,—the hulk "Stanfield" in the harbour.

Sir Henry Berkeley, K.C., (instructed by Mr. A. G. Jackson, of Messrs Johnston, Stokes and Master) appeared for the plaintiffs, and Mr. M. W. Slade (instructed by Mr. F. P. Hett, of Messrs Dutton and Hett) represented the defendants.

The story for the plaintiffs was that the "Stanfield" foundered in Yaumati Bay during the typhoon of September 18. The hulk was allowed to remain under water in a position dangerous to navigation, without sufficient steps being taken to indicate her position or to warn approaching vessels, notwithstanding the fact that prior to October 21 the defendants had been directed by the Harbour Master to affix a light to the sunken hulk for the purpose of indicating position. On October 21, at 10.30 p.m., the "Hoi Po," while crossing from Mongkok to Hongkong, came into collision with the hulk, owing to no light being shown. The tide was then on the turn and as it ebbed the "Hoi Po" gradually sank. In consequence of the collision the "Hoi Po" was unable to continue her business until November 22 and her owners claimed as follows:—Loss of profits at \$50 per day from October 22 to November 22, \$1,100; cost of raising the launch \$1,800; cost of repairs \$1,123; total \$4,023.

While defendants admitted being owners of the "Stanfield" on September 18, they stated that prior to October 21 they had abandoned the hulk to the Yangtze Insurance Company, Limited, the insurers, as being a total loss. Consequently the hulk was not in the possession or control of defendants on October 21 and though they had been requested by the Harbour Master to affix a light to the "Stanfield" they denied they were under any obligation to do so. Still they alleged that on October 21 the hulk was illuminated with a red light showing all round, and claimed that if the "Hoi Po" did collide with the hulk it was due to the negligence of those in charge of the launch for not keeping a proper look out and for navigating the "Hoi Po" in an improper and reckless manner and at an excessive speed.

Sir Henry submitted that the abandonment of the "Stanfield" for insurance purposes did not affect defendants' standing as owners; they were in possession of the wreck—it was under their direction and control—and they were under a legal obligation to see that the hulk did not remain a danger to navigation. The case would turn, he thought, on the question as to whether or not there was a light burning on the "Stanfield" that night. After the typhoon Mr. Gorham (representing the defendants) called on the Yangtze Insurance Company and claimed for a total loss—\$30,000. The hull was insured for \$20,000 and the machinery for \$10,000.

An agreement was then arrived at between Mr. Gorham and the Insurance Company by which Mr. Gorham was to accept \$25,000 in settlement of the claim—\$20,000 for the hull and \$5,000 for the machinery—and Mr. Gorham to retain possession of the hulk until the machinery was salvaged. It was during the salvage operations that the "Hoi Po" collided with the "Stanfield." The salvage operations were concluded in November and the hulk was then handed over to the Insurance Company and sold by them. Evidence was led.

The case was adjourned.

Captain Taylor, 32nd Lancers, has been selected as Aide-de-Camp to Sir Frederick Lugard, our new Governor.

THE SANNING RAILWAY.

Roadbed Condemned.

(From our Correspondent.)

SANNING, May 31.

It is generally reported that the roadbed of the Sanning railway has been condemned by an engineer who has inspected the work. In the first place the roadbed is not wide enough, and no mortar or cement was used in its construction, so that the first heavy engine which passes over the road will cause the loose mud and dirt piled up to sink. The work must therefore be done over again in many places, and the hope that the line will be in running order at the end of the year must be deferred. The work is, however, slowly going on and the station house at Sanning City is slowly rising, so that the men who have it in charge mean to go forward with that part of the work as fast as possible.

OFFICIAL INJUSTICE IN
CHINA.

(From our Correspondent.)

SANNING, May 31.

One is always pleased when any reforms are introduced into China, but when one hears Chinese who have been abroad for twenty or thirty years say that the Chinese would be benefited if China were divided among the Powers one is compelled to think and believe that there is something wrong with the Government. In the present instance the criticism comes from a Chinese whose brother was robbed and beaten, and after reporting the matter to the authorities, was after many delays, put in prison himself and told that he was not robbed. In the first place the innocent man was robbed by highway men and in the second place he lost most of his remaining property in a Chinese Yamen, and lastly is obliged to make an ignominious peace with his enemy in order to be liberated from prison. "Formerly," said another Chinese, "our Mandarins had a little conscience, but that day is passed and now everything is done to swell the exchequer of the officials. Criminals are even set at liberty for a certain sum of money and when two parties have any litigation both are incarcerated and then commence the squeezing." "Never have I seen it after this manner," said an old resident in China. The local Mandarins are perhaps compelled to adopt some such custom in order to avoid bankruptcy, for the money formerly received for the stamping of deeds now goes to the general Government, which makes quite a difference in the receipts. The common people are long enough more than to be delivered from official injustice and caprice.

AN IRRIGATION SCHEME.

(From our Correspondent.)

SANNING, May 31.

The Chinese are beginning to copy what they have seen in other lands and this has led a number of progressive Chinese to form themselves into a company with a capital of several hundred thousand dollars to dig a large irrigation canal which is to bring a large tract of land under cultivation. But no public scheme in China was ever undertaken without opposition and so here there is considerable wangling and the matter has been brought to the notice of the Hoi Ping District Magistrate, who on May 24 inspected the scene of the contention.

The opposition claims that if the water is taken away from the streams no boats can go up the river any longer and that they will not have sufficient water to irrigate their own fields. It is now left in the hands of the officials to decide for or against the scheme and he will cast the verdict on the side that crosses his hands the most.

The rights of the matter and the greatest good to the greatest number will not enter into the matter. It will however only be a question of time when this canal will be built from Kyn Shou to Makong, a distance of some ten or twelve miles, which will enhance the value of all the land along both sides, which now practically produces nothing for the want of water.

A SELF-INSURED CURRENCY.

"I have many financial propositions put up to me," said Mr. Shaw, Secretary to the United States Treasury, "but the one I got last week was the star of them all. A man from New York came to see me and said he had a sure cure for financial stringency, for money scarcity, and for all other ills our financial system is heir to. 'You are just the man I want to see,' I told him. 'We have been looking for that solution for a century. What is it?' 'Simple enough,' he told me. 'I thought it out myself. The way to get more money is to issue a billion dollars' worth of greenbacks.'"

"Yes," I said; "but what will secure the greenbacks?" "Why," he replied, "that is the simple part of it. After you have issued your billion dollars' worth of greenbacks then issue a billion dollars' worth of bonds to secure them and hold the bonds."

"My dear," said a wife to her husband, "do you realize that you have forgotten that this is my birthday?" "Yes, dearie, I did forget it," replied the husband. "Isn't it natural that I should? There isn't really anything about you to remind me that you are a day older than you were a year ago."

ROBBERS NEAR SANNING.

(From our Correspondent.)

SANNING, May 31.

Peace and quiet reign in the four districts and there are no general uprisings as in Swatow and Pailhoi, but robbers abound everywhere who occasionally have a skirmish with the Chinese braves, in which the former and sometimes the latter gain the victory. Some regions are absolutely unsafe for the influential and rich Chinese. With the introduction of Western arms and ideas the Chinese have chiefly copied the bad and not the good. This much is certain that it was safer to travel twenty years ago than it is now.

THE FRENCH CRUISER
CHANZY.

It is with the utmost regret, which will be universally shared, that we ("N.C. Daily News," May 31) learn that information has been received in Shanghai to the effect that the French cruiser Chanzy, stranded on the rocks at Steep Island on the 20th instant, will have to be abandoned. The news still lacks official confirmation, but it is feared that its accuracy is beyond question. Everything that was possible has been done to save the vessel, but the extent of the damage originally received and the firmness of the grip in which she is held on the rocks have made it impossible to raise her even after a week's strenuous exertions. A continuous heavy sea has still further handicapped attempts at salvage. On Wednesday morning a cargo boat was driven on to the rocks near the cruiser, and one of the Shanghai Tug and Lighter Company's launches had a hard task in towing her off; in doing so the launch had a rowing boat and a rail broken and sustained other minor injuries. The work of removing the armament of the Chanzy will be carried out as expeditiously as possible. Even when she has been thus lightened, it would be of no avail to attempt to tow her off, as her injuries are of such a nature that she must immediately sink in deep water. The Chanzy was launched at Bordenaux in 1894 and completed two years later at a cost of £360,000. Her displacement was 4,730 tons and she was of 8,500 h.p. Her armament consisted of two 7.6 in., six 5.5 in., four 2.5 in., six 1.8 in., and six 1.4 in guns and she carried a complement of 375 men.

REVIEW.

"THE LONE HAND." An illustrated monthly. "The Bulletin" Newspaper Co., Ltd., Sydney, N. S. W., Australia.

Although excellently served by its daily and weekly press Australia has never in the past produced a magazine which could take a place in the Commonwealth. That is held in America, Great Britain and Canada by half a score or more well known monthlies. There have been attempts before the publication of "The Lone Hand" to supply this want, but as an invariable rule support fell off and after lingering a few months the magazines passed away. This, no doubt, was due to the fact that what is generally called a cultured class scarcely exists in Australia. "The Lone Hand," however, starts under very favourable auspices. It is sponsored by the "Bulletin," an Australian paper which is well known beyond the confines of the Commonwealth for its brilliancy and audacity. Even these Australians who detect its policies and smile at its peculiarities—such as refusing to use appellations of nobility—regard the "Bulletin" as a cherished institution. Though frequently pig-headed and misguided it is clean and incorruptible. If any magazine is to be successful in Australia it will be "The Lone Hand." The name of the magazine, by the way, is one of its weakest features. It suggests nothing characteristically Australian, on the other hand it is just the sort of title that Bret Harte would have given to one of his inimitable Californian sketches. But we are counselled not to judge a man by his coat, and it would be as unwise to judge a magazine by its cover. The proof is in the reading and the illustrations. We may congratulate the Editor upon having accumulated a great number of contributions. No less than 47 items are noted in the "contents." There are 115 pages of original matter including numerous fine illustrations. The illustrations are without doubt one of the best features of the magazine and no doubt this will be more noticeable in future issues. Mr. Alf. Vincent, one of the best known Australian artists, who was recently in Hongkong, is to contribute a series of humorous sketches on life in the Far East. Another artist has been sent to Europe to collect "impressions." The above the average but some of the articles, notably "Prolific Australia," "William Bede Dalry," "Australian Poetry" and "The Genesis of the Bulletin" are worth studying by anyone who is anxious to know something of Australia, Australians, and Australian sentiment. The Editor largely deserves criticism for announcing that the first number will be the worst, and it may be easily understood that this must necessarily be so. There are many Australians scattered all over the Far East, and they will welcome this latest magazine to their national literature. The magazine is sold for one shilling and is obtainable from "The Bulletin" Newspaper Co., Ltd., at 214, George St. North, Sydney, New South Wales, or from the local agents, Messrs W. Brover and Co., Ltd.

An exciting incident was witnessed in the harbour on June 1, says the "Penang Gazette," when a cow, which had been tied up on board the s.s. Kapurthala, broke loose and jumped overboard. A sampan was procured and the animal was rescued with some difficulty and brought ashore.

The
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BASED ON PRESENT RATE OF

EXCHANGE.

THE FRANCO-JAPANESE
ENTENTE.

Progress and Prospects.

In reference to the progress of the negotiations regarding the Franco-Japanese Agreement, a Tokyo dispatch states on the authority of a source said to be most reliable, that the negotiations are practically concluded in general principle but the agreement cannot be signed before the conclusion of the new Russo Japanese Treaty, as the two agreements have most important bearings on each other. The Russo-Japanese negotiations, adds the dispatch, involve certain complicated questions, which prevent a speedy conclusion of the negotiations. In particular some of the questions require the advice of Marquis Ito, and it is decided that the next stage of the negotiations shall be proceeded with after the return from the tour in Manchuria of the Minister for War, and after consultation with Marquis Ito. Some time must therefore elapse before the actual signing of the Franco-Japanese Agreement.

If the "Yomiuri," echoes the public opinion of the Japanese nation on the proposed Franco-Japanese agreement, it is unanimously welcomed. No other international agreement negotiated by Japan after the Anglo-Japanese Alliance, says the Tokyo journal, has been received with greater general satisfaction. Our contemporary, however, withholds comment on the political significance of the agreement, as, in its opinion, the time is not matured for comment. The establishment of a Franco-Japanese entente has been one of the contemporary's aspirations for a very long while and in withholding comment in a political sense, it in no way wishes it to be supposed that it disapproves the proposed agreement. And the Tokyo journal thinks it may not be out of place to review the financial advantages that will accrue from an agreement, and goes on to point out that the publication of the news has strengthened many French capitalists in their intention to invest capital in Japan. Of all people in Europe, the English have the most extensive business interest in the Far East. From the fact that they do not have deposits at banks to the amount of 4,000 or 5,000 francs. In the past the surplus of French capital has been mostly invested in Russia, and in view of disorders prevailing of late there, the French capitalists have been rapidly withdrawing their funds from Russia. By the new Franco-Japanese Agreement, a way is to be paved for Japan to absorb a large amount of French capital to finance new works, while new fields are to be opened for France for the investment of her overflowing capital.

In conclusion, the "Yomiuri" points out that hitherto the French Government has been opposed to the issue of Japanese Bonds in France, while French capitalists have not been allowed to subscribe in Japanese Bonds without first obtaining the approval of the Government. It has been this drawback that has so far prevented French capital from coming to Japan to any large extent. Now by the Franco-Japanese Agreement this barrier is about to be removed and there is little doubt that when the barrier is so little in the way, French funds will rapidly find their way to Japan, while Belgium capital will follow as a matter of course. Japan Chronicle.

USING HIS FRIENDS.

When Thomas A. Edison was living in Menlo Park a visitor from New York said to him one day: "By the way, your front gate needs repairing. It was all I could do to get it open. You ought to have it trimmed, or grained, or something." Mr. Edison said: "Oh, no," he said. "Why not?" asked the visitor. "Because," was the reply, "every one who comes through that gate pumps two buckets of water into the tank on the roof."

LINGERING COLDS.

THE longer a cold hangs on, the more it weakens the system. Do not run the risk of an attack of pneumonia by neglecting it. Chamberlain's Cough Remedy will cure your cold and all danger from this cause

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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

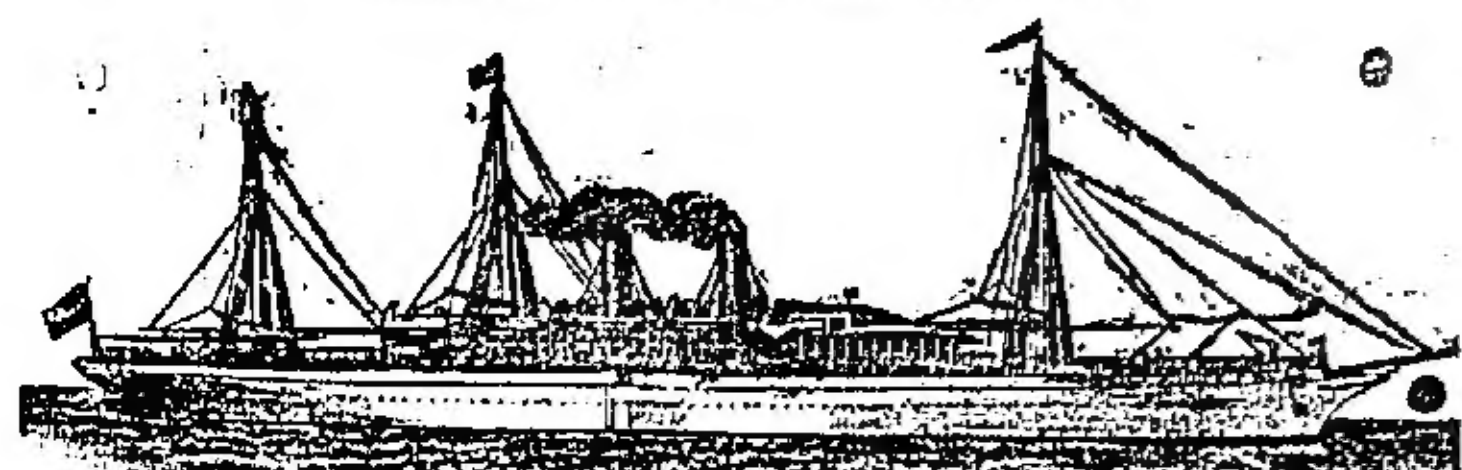
WILL despatch VESSELS to the Intermediate Ports or about the DATES named:—

FOR	STEAMER	TO	ON	REMARKS
LONDON & ANTWERP	NORSE	Antwerp	June 8th	Freight and Passage.
SHANGHAI, MOJI, KOBE	SYRIA	Yokohama	June 9th	Freight and Passage.
AND YOKOHAMA	Capt. D. C. GREGOR, R.N.			
LONDON	MALACCA	Yokohama	June 10th	Freight and Passage.
	Capt. C. J. BENTON, R.N.			
SHANGHAI	DELTA	Yokohama	June 13th	Freight and Passage.
	Capt. C. L. DANIEL			
LONDON, via Suez Ports	MALTA	Yokohama	June 15th	See Special Advertisement.
	Capt. R. A. PETERS			

P. & O. S. N. Co.'s Office.

F. A. NEWETT, Superintendent.

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The only Line that maintains a Regular Schedule Service of 11 Days across the Pacific to the 'EMERALD LINE'. SAVING 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA TO VANCOUVER. 18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)
EMERALD OF JAPAN	6000 Tons. Thursday, June 6, at Noon.
TARTAR	4450 Tons. Wednesday, June 13, at Noon.
EMERALD OF CHINA	6000 Tons. Thursday, July 12, at Noon.
ATHENIAN	3882 Tons. Wednesday, July 17, at Noon.
EMERALD OF INDIA	6000 Tons. Thursday, Aug. 1, at Noon.
MONTEAGLE	6183 Tons. Wednesday, Aug. 14, at Noon.

THE JAPANESE PORTS IN CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express and at Quebec with the Company's new palatial 'EMERALD' Steamship, 14,600 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

R.M.S. MONTEAGLE, TARTAR and ATHENIAN carry INTERMEDIATE passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of the Japanese Government. For further information Maps, Routes, Handbooks, Rates of Freight and Passages, apply to D. W. CRADDOCK, General Traffic Agent for China, CORNER PRINCE STREET AND PRATA, Opposite Blake Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KAMAKURA MARU, Capt. H. Fraser, Tons 6126	WEDNESDAY, 12th June, at Daylight.
	HITACHI MARU, Tons 6760	WEDNESDAY, 26th June, at Daylight.

VICTORIA, B.C., AND SEATTLE, WASH., via SHANGHAI, MOJI, KOBE & YOKOHAMA.	TANIGO MARU, Capt. A. E. Moss, Tons 7468	TUESDAY, 11th June, at Daylight.
	AKI MARU, Capt. M. Yagi, Tons 6444	TUESDAY, 25th June, at Daylight.

SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, VICTORIA AND BRISBANE.	KUMANO MARU, Capt. N. Mathison, Tons 5078	FRIDAY, 14th June, at Noon.
	YAWATA MARU, Capt. T. Harrison, Tons 3817	FRIDAY, 12th July, at Noon.
BOMBAY, via SINGAPORE AND COLOMBO.	BOMBAY MARU, Capt. S. Ishikawa, Tons 4636	THURSDAY, 20th June, at Noon.
	CEYLON MARU, Capt. F. Pyne, Tons 5068	THURSDAY, 6th June, at Noon.

SHANGHAI, MOJI & KOBE.	YAWATA MARU, Capt. T. Harrison, Tons 3817	WEDNESDAY, 12th June, at Noon.
NAGASAKI, KOBE AND YOKOHAMA.	HAKATA MARU, Capt. T. Mura, Tons 6161	SATURDAY, 15th June, a.m.

† Cargo only. * Calling at Keelung.
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road, A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

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Sailing Dates Subject to Change.

'MINNESOTA', Captain C. F. AUBURN, On WEDNESDAY, 31st July, at Noon.

† Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

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† Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

† For convenience of country cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

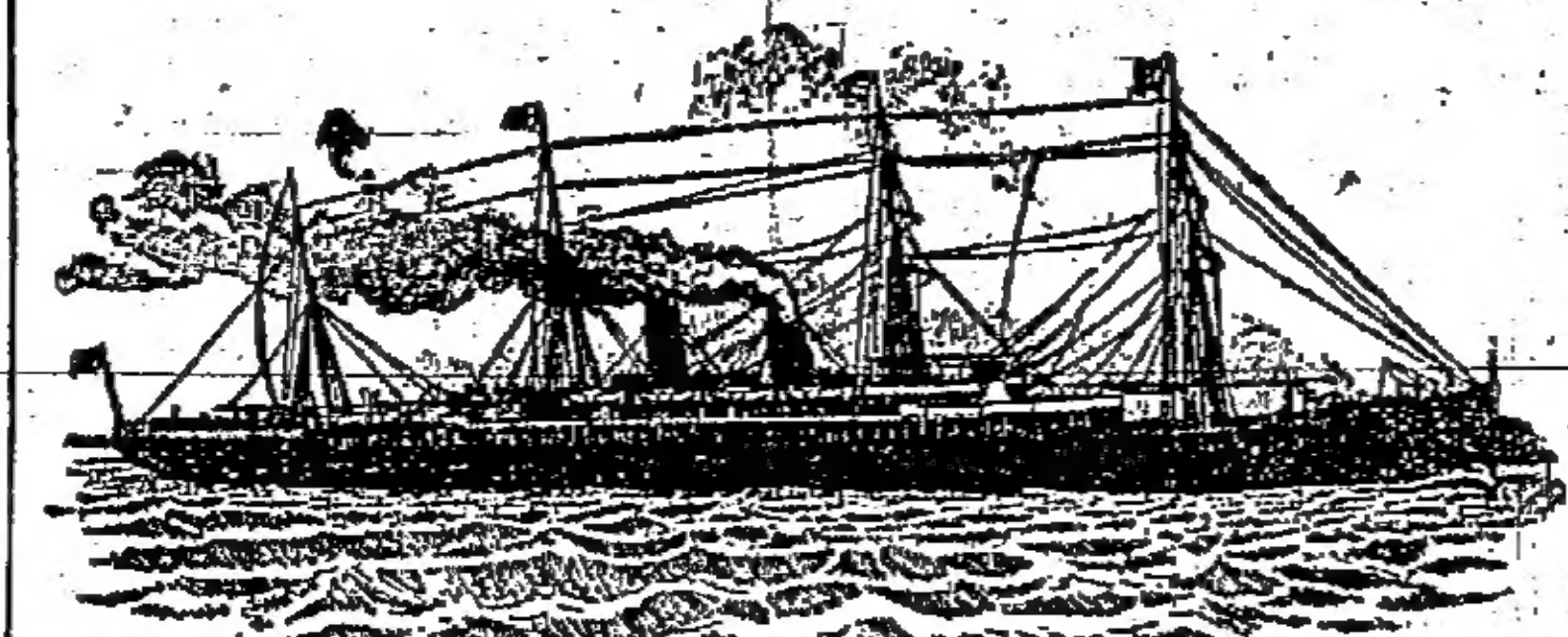
† For full information regarding freight or passage apply to NIPPON YUSEN KAISHA Agents.

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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.
* AMERICA MARU, 11,000 Tons	TUESDAY, 11th June, at Noon.
* SIBERIA, 8,000 Tons	TUESDAY, 18th June, at Noon.
* CHINA, 10,200 Tons	TUESDAY, 25th June, at Noon.
* MONGOLIA, 27,000 Tons	TUESDAY, 2nd July, at Noon.
* NIPPON MARU, 11,000 Tons	TUESDAY, 9th July, at Noon.
* DORIC, 9,500 Tons	SATURDAY, 20th July, at Noon.
* COPTIC, 9,000 Tons	SATURDAY, 27th July, at Noon.
* HONGKONG MARU, 11,000 Tons	TUESDAY, 6th Aug., at Noon.
* KOREA, 18,000 Tons	FRIDAY, 13th Aug., at Noon.

* Twin Screw.

RECORD FAST TRIPS.

Yokohama to San Francisco, via KOREA, 18,000 tons, September 16-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via SIBERIA, 18,000 tons, August 18th-20th, 1905; 4 days, 19 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 15 days, 13 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 18th to 23rd, 1905 10 days, 10 hours and 28 minutes.

THE T. K. K. Steamship AMERICA MARU will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 11th June, 1907, at Daylight, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS, S. SILVERSTONE, Agent.

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SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, KENNING, MOJI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL ON.
ALESIA	5167	JOHN KERNER	Wednesday, June 12, at Noon.
NIOMEDIA	4370	G. MEYER	Saturday, June 22, at 5 p.m.
YOMANTIA	4371	H. FREDERICK	Monday, July 15, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

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A daily qualified Surgeon is carried.

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ZAFIRO 2540 A. Fraser Manila Saturday, June 8, at Noon.

RUBI 2540 R. W. Almond Manila Saturday, June 16, at Noon.

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FOR NEW YORK, via PORTS AND SUEZ CANAL.

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INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR

SHANGHAI, HOYSAUNG, THURSDAY, June 6, at Noon.

* MANILA, LOONGSANG, FRIDAY, June 7, at 4 p.m.

* SINGAPORE, PENANG, KUTSANG, SATURDAY, June 8, at 3 p.m.

* TIENTSIN, OHEONGSHING, MONDAY, June 10, at 4 p.m.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st-Class Single \$ 65 Return \$100

Calcutta " " 85 " 130

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

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FOR

NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG.

SOHANNHOFF, Capt. L. Masses.

WEDNESDAY, 19th June, at Noon.

About WEDNESDAY, 26th June, at Noon.

THURSDAY, 20th June, at Noon.

WEDNESDAY, 26th June, at 9 a.m.

For further Particulars, apply to Norddeutscher Lloyd, MELCHERS & CO., General Agents, Hongkong & China.

Hongkong, April 26, 1907.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUEZ CANAL.

With Liberty to Call at Malabar Coast.

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STEAMERS. TO SAIL. 1907.

SHIMOSA 28th June.

BRAEMAR 28th June.

SAINT PATRICK 6th July.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FUOCHOW.

THE Company's Steamship HAITAN.

Captain J. B. ROBERTS will be despatched for the above Ports on FRIDAY, the 7th inst., at Noon.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, June 3, 1907.

MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEE AND BLACK SEA PORTS.

THE Steamship OCEANIE.

Captain MAGNET, will be despatched for MARSEILLES on TUESDAY, the 11th June, 1907, at 1 p.m.

Passage Tickets and through Bills of Lading issued for above ports, and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—

S.S. AUSTRALIE June 25, 1907.

S.S. OCEANIE June 29, 1907.

S.S. EREZET SAMOS July 29, 1907.

G. DE CHAMPEAUX, Agent.

Hongkong, May 29, 1907.

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SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS (Kobe and Yokohama).

WITH OPTION TO CALL AT MEXICO AND OTHER COAST PORTS.

Steamers. Tons. To Sail.

GLENFARG 4000 Middle of July.

KANATO MARU 6100 End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.M. Co.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A daily qualified Surgeon is carried on each boat.

For further Particulars, apply to K. MATSUDA, Manager, Yok Building, Hongkong, April 15, 1907.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship SYDNEY.

Captain BARILLON, will be despatched for the above ports on or about MONDAY, the 10th June.

G. DE CHAMPEAUX, Agent.

Hongkong, June 3, 1907.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship NIPPON.

Captain TARACONIA, will leave for the above places on TUESDAY, the 11th inst.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents, Prince's Building, Hongkong, June 3, 1907.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK, With liberty to call at the Malabar Coast.

THE Steamship NORMAN PRINCE.

Captain BARRETT, will be despatched for the above ports on or about WEDNESDAY, the 13th June.

For Freight or Passage, apply to ARNOLD, KARBURG & CO., Agents, Hongkong, April 28, 1907.

HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

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To be had at the 'China Mail Office' 8, Queen's Road Central.

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6 WILKINSON STREET, HONGKONG.

Orders booked by Manager, CHINA MAIL.

Shipping.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship ARRACON APOAR.

Captain A. STRAWER, will be despatched for the above Ports on TUESDAY, the 11th inst., at 3 p.m.

For Freight and Passage, apply to D. HASSON & Co., Ltd., Agents.

Hongkong, June 4, 1907.

SHIRE LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship FLINTSHIRE.

will be despatched for the above ports on or about FRIDAY, the 14th June.

For Freight and further particulars, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, June 3, 1907.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY DIRECT.

THE Co.'s Chartered Steamship ISTOK.

Captain M. TICAR, will be despatched for the above ports on TUESDAY, the 17th inst.

For Freight, apply to SANDER, WIELER & Co., Agents, Prince's Building, Hongkong, June 4, 1907.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Taranaki, &c.)

THE Steamship ALDENHAM.

Captain HOOD, will be despatched for the above ports on SATURDAY, the 29th June, at Noon.

This Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

P.R.—To ensure the additional comfort of passengers the steamers of this Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, June 4, 1907.

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, E.C.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to Colonies	Leave HONGKONG	Connecting Steamers from Colombo to MARSEILLES & LONDON	Due at MARSEILLES (Brindisi) 2 days earlier	Due at LYONS (London) 1 day later
MALTA.....6000	June 15	BRITANNIA.....6500	July 19	July 20
DEVANHA.....8000	June 29	through steamer	July 27	Aug. 3
OHINA.....8000	July 13	MOOLTAN.....8000	Aug. 16	Aug. 17
DELTA.....8000	July 17	MAEDONIA.....10500	Aug. 25	Sept. 1
DELHI.....8000	Aug. 10	HIMALAYA.....7000	Sept. 8	Sept. 15
ABOADA.....8000	Aug. 24	MOLDANIA.....8000	Sept. 22	Sept. 29
MARMORA.....10000	Sept. 7	INDIA.....8000	Oct. 6	Oct. 13
MALTA.....6000	Sept. 21	MONGOLIA.....9500	Oct. 20	Oct. 27
DELTA.....8000	Oct. 5	VICTORIA.....7000	Nov. 2	Nov. 9

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.

* Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

† Attention to the above Mail Steamers the following:-

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due at LONDON
TONNAGE	about	about
* KORE.....7400	June 19	July 22
* NUBIA.....6900	June 19	July 22
* SYRIA.....7000	July 17	Sept. 2
* NITANIA.....7000	July 31	Sept. 16
* SYMLA.....6900	Aug. 14	Sept. 30
* SUNDI.....4600	Aug. 28	Oct. 14
* CEYLON.....4000	Sept. 11	Oct. 28
* NAMUR.....7000	Oct. 9	Nov. 26
* BORNEO.....4900	Oct. 23	Dec. 9

These Steamers call also at Singapore, Penang, Colombo, and at Malte or Marseilles.

* Carries 1st and 2nd Saloon Passengers. † Carries only First Saloon Passengers.

For further particulars, Apply to

E. A. HEWETT,
Superintendent.

2221

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE

BETWEEN HONGKONG, SOUTH CHINA

COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

THE CO.'S S.S.	For	LEAVING
SEIKO MARU, Capt. G. NAKAO.	FUOCHOW, Via SWATOW AND AMOY.	FRIDAY, 7th June, at 8 a.m.
* MASAN MARU, Capt. I. SAKURAI.	TAMSOI, Via SWATOW AND AMOY.	SUNDAY, 9th June, at 9 p.m.
* FUKUSHU MARU, Capt. T. ITO.	ANPING, Via SWATOW, AND AMOY.	WEDNESDAY, 12th June, at 8 a.m.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light, First-class Saloon Amiships, Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1 QUEEN'S BUILDINGS.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Ship	Tonnage	Captain	To Sail
SHAWMUT.....	9808	E. V. Roberts.....	About Aug. 7.
TREMONT.....	9808	T. W. Garlick.....	About Sept. 10.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
Cuisine. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES* The Twin-screw s.s. Shawmut and Tremont are fitted with very superior
Accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-
dry. Cargo carried in cold storage.PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, Apply toDoddwell & Co. Limited,
GENERAL AGENTS,
QUEEN'S BUILDINGS.

Notices to Consignees.

IMPERIAL GERMAN MAIL LINE.

NORDDDEUTSCHER LLOYD. BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ SIGISMUND
having arrived, Consignees of cargo are
hereby informed that their Goods, with the
exception of Opium, Treasure and Valu-
ables, are being landed and stored at their
risk into the hazardous and/or extra hazar-
dous Godowns of the Hongkong and Kow-
loon Wharf and Godown Company, Limited,
Kowloon and West Point Godowns, whence
delivery may be obtained.No Claims will be admitted after the
goods have left the Godowns, and all goods
remaining uncollected after the 6th of
June, will be subject to rent.All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 6th of June, at
9.30 a.m.All Claims must reach us before the 10th
of June, or they will not be recog-
nized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
the Undersigned.NORDDDEUTSCHER LLOYD,
MELOERS & Co.,
Agents.

Hongkong, May 31, 1907. 953

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's Steamship Kutsang

having arrived from the above Ports

Consignees of Cargo by her are hereby

informed that their goods will be delivered

from alongside.

Cargo impeding the discharge or remain-
ing on board after 4 p.m., the 3rd June,
will be landed at Consignees' risk and
expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, May 31, 1907. 951

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

CONSIGNEES OF CARGO per Steamship

AMERICA MARU.

The above Steamship having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature, and to take immediate delivery
from Godown.All Cargo has been landed in godown
and stored at Consignees' risk and expense.
All Cargo undelivered by TUESDAY,
June 11th, 1907, at Noon, will be subject
to rent.Broken, chafed, or damaged goods will
be examined at the above Company's God-
own on SATURDAY, 8th June, 1907, at
10 a.m.

No Fire Insurance will be effected.

S. SILVERSTONE,
Agent.

Hongkong, June 4, 1907. 957

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PEARL CULTURE.

New Ceylon Company.

A new company has taken over the
Ceylon Pearl banks from the Government,
and in return for keeping the fishery in
its own hands, is at great cost, which the
Government did not care to risk, scienti-
fically protecting the young oysters and
attempting the culture of pearls, which are
now known to be the result of a parasite
which attacks the oyster. As the boats
came back to the "camps" each day the
catch was always weighed, a large percent-
age being retained, and a certain proportion
given to the divers. At the end of the
season the fleet returned to Colombo, and
then took place the great Government
auctions which led to such scenes of
excitement. After all the expenses of
the fleet and divers had been paid, the
returns to Government were frequently
inadequate. In any case the powers that
did not feel justified in risking public
funds on the present experiments, for the
improvement of the industry. The new com-
pany is confident, but no examination of the
young oysters, for next year's catch can be
made till much later in the year.

A DIPLOMATIST.

"Please, mum," said a tramp, "would
you be so kind as to let me have a needle
and thread?"
"Well, y-e-s," said the housewife at the
door. "I can let you have that."
"Thankee, mum. Now, you'll oblige
me very much if you'd let me have a bit of
cloth for a patch.""Yes, here is some."
"Thankee very much, mum. It's a
little different colour from my suit, I see.
Perhaps, mum, you could spare me some
of your husband's old clothes that this
patch would match."
"Well, I declare! You're clever, my
man, and I'll give you an old suit. Here
is one.""Thankee greatly, mum. I see it's a
little large, mum, but if you'll kindly
furnish me with a square meal, mabby I
can fill it out."

Dentistry.

Dr. M. H. CHAN,

THE Latest Method of the AMERICAN

SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania.

U.S.A. 1388

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved

Appliances.

51, QUEEN'S ROAD CENTRAL.

U.S.A. 1379

S. I. N. T. I. N. G.

Surgeon, Dentist.

No. 14, D'ARVILLE STREET.

TERMS VERY MODERATE.

Consultation Free.

28

Hotels.

KING EDWARD

HOTEL.

A HIGH-CLASS PRIVATE

HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table d'Hôte at Separate Tables.

TELEGRAPHIC ADDRESS:

VICTORIA, Hongkong

For terms, &c., apply to the

MANAGER.

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THE BEST BILLIARD TABLES

IN THE COLONY ARE AT

THE KOWLOON HOTEL,

CABLE ADDRESS: 'CHEF

KOWLOON.

A High-class Tourist's Hotel under Ameri-
can Management. First-class Cul-
sine, Beautiful Garden.

MODERATE CHARGES.

J. W. OSBORNE,
Proprietor and Manager.

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VICTORIA HOTEL,

TELEGRAMS: VICTORIA, HONGKONG.

SHAMKIN, CANTON.

OF THE BRITISH CONSUL.

F. E. DE BEAUREPAIRE, Manager.

MACAO HOTEL.

TELEGRAMS: FARMER, MACAO.

MACAO, OHINA.

In the Centre of Praya Grand.

BOTH Hotels Electrically Lighted and
under Experienced European
Management.Every Comfort and Convenience for Resi-
dents and Tourists.

Wm. FARMER, Proprietor.

Capt. T. AUSTIN, Manager.

481

HONGKONG AVERAGE MARKET
PRICES.Corrected to Thursday, May 30th, 1907.
At 100 cents per Dollar Mexican.

Butcher Meat.

Beef sirloin & prime cut—Moi Lung Pa ...	lb 20
" Corned—Ham Ngau Yuk ...	20
" Roast—Shin ...	20
" Breast—Nagu Lam ...	15
" Soup—Tong Yuk ...	15
" Steak—Ngau Yuk Pa ...	20

Canton Ngau Lan Sirloin ...

" Saumages—Ngau Cheung ...	28
Bullock's Brains—, Siow ...	per set 10
Tongue fresh—Ngau Li ...	each 50
" Corned—Ham Ngau Li ...	55
" Head—Ngau Tau ...	80
" Heart—Ngau Sun ...	12
" Ham, Salt—Ngau Kiu ...	20
" Feet—Ngau Kerk ...	each 7
" Kidneys—Ngau Yiu ...	10
" Tail—Ngau Mei ...	17
" Liver—Ngau Gon ...	12
" Tripe (undressed)—Ngau To ...	7

Calves' Head & Feet—Ngau-chai-tau-kak, set ...

Mutton Chop—Young Fat Kwat ...	lb 21
" Leg—Young Fat ...	24
" Shoulder—Young Shau ...	20
Pigs' Chittlings—Chi chong ...	24
" Brains—Chi Know ...	per set 2
" Feet—Chi Kerk ...	12
" Fry—Chi Chak ...	12
" Head—Chi Tau ...	12
" Heart—Chi Sun ...	each 9
" Kidneys—Chi Yiu ...	8
" Liver—Chi Gon ...	12
Pork Chop—Chi Fat Kwat ...	21
" Corned—Ham Chu Yuk ...	22
" Leg—Chi Poi ...	22
" Fat or Lard—Chi Yau ...	22
Sheep's Head and Feet—Young Tan Kerk set ...	60
" Heart—Young Sun ...	each 6
" Kidneys—Young Yiu ...	10
" Liver—Young Gon ...	12

Sucking Pigs, To Order—Chi Chal ...

Suet, Beef—Sung Ngau Yan ...

Mutton—Sung Ngau Yan ...

Veal—Ngau Chal Yuk ...

Sausages—Ngau Chal Cheung ...

20

Poultry.

Chicken—Kai Chal ...	lb 10
Capons, Large, Small—Sin Kai ...	30
Ducks—Ay ...	24
Doves—Pan Kau ...	each 15
Eggs, Hen—Kai Tau ...	per dozen 18
Fowls, Canton—Kai ...	22
" Hainan—Hoi Nam Kai ...	28
Geese—Ngol ...	22
Geese, Wild Sh'el—Sh' Yer Ngol, pair ...	—
Musk Deer—Wong Keng ...	each —
Hare, Shanghai—Tu Chal ...	—
Partridge—Che Kai ...	—
Pheasant—Shan Kai ...	pair —
" Victoria—Pak Kap ...	each 30
" Holiow—Hoi Hoi Pak Kap ...	26

Quail—Um-Chun ...

Rice Birds—We Ya Cheuk ...

Snipe—Sa-Choy ...

Turkeys, Cook—Phor Kai Kang ...

Hen—, Na ...

Wild Ducks, Sh'el—Shanghai Sulap pair ...

Teal—Sui Ap Chal ...

Wild Ducks Canton—Sung Shing Sui Ap, &c.

省城水鴨

Fish.

Barbel—Ka Yu ...	lb 10
Bream—Bin Yu ...	11
Canton Fresh Water Fish—Hoi Sin Yu ...	17
Carp—Li Yu ...	17
Outfish—Chik Yu ...	11
Goldfish—Man Yu ...	14
Crabs—Hal ...	16
Outfish—Mak Yu ...	12
Dab—Sa Mang Yu ...	14
Dace—Wong Mei Lun ...	11
Dog Fish—Tui Tu Sa ...	8
Eels, Congor—Hoi Mann ...	14
" Fresh water—Tun Sin Yu ...	24

